

RIVER CURRENTS

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JANUARY 1975

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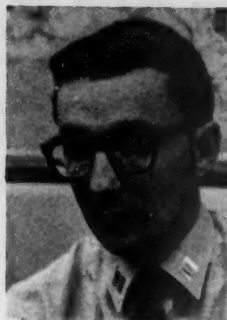
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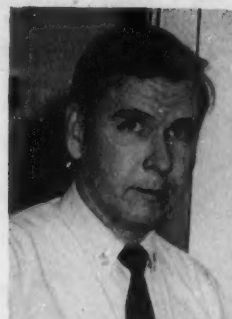
PIO says "HELLO" in 1975



LT George "Ramblin
Jack" Whiting



PA1 Dale "Rockin
Roberts" Puckett



PA1 Chuck "Chuck-
les" Kern



PA2 Dennis "Hubby"
Hubbard



SNPA Reggie "The
Saint" Reese



SAPA Mary "Quite
Contrary" Koch

Our Cover

Oil in an observation well comes highly visible
when stirred by BM3 Craig Lewis.



The original oil seepage was discovered by William Johnson along the Mile Run Creek, 300 feet up stream from its confluence with the Ohio

River. Johnson shows Donald Gill the exact location of seepage from Mile Run and from the bank of the Ohio River.

A DIRTY STORY

EDITOR'S NOTE — Since this story was written, an additional 22,100 gallons of pure oil have been pumped into tanks by the men from Captain of the Port at Huntington, and the Atlantic Strike Team. No end is in sight.

This may be surprising to some people who are not familiar with this function within the many duties that the Coast Guard performs. Dale's account tells the story of only one small incident. The men from every Captain of the Port zone in the District carry out similar missions almost every day.

Marietta's Mystery Spill

by Dale L. Puckett

MARIETTA, OHIO, Jan. 10 — The story today in Ohio's oldest city is one of prevention.

Its doubtful that more than a few residents of this historic Ohio Valley community realize

that anything out of the ordinary is taking place.

There haven't been a lot of headlines: An accident that doesn't happen is never exciting.

There's nothing in sight to cause alarm. Only a person with keen eyes would notice a few men



Coast Guard have been working to keep oil, leaching from a still undetermined source, from damaging the environment. Coast guardsman Howard Wirt, one of a special pollution fighting team, found evidence of the pollutions effect on wild life.

walking in the ditch alongside the Baltimore and Ohio Railroad tracks where they parallel Route 7 and the Ohio River near the Mobil Oil Company's River Terminal facility here.

Even if a motorist did see the large probes and small bottles carried by these strangers, he would have little reason to suspect that a potential catastrophe was being averted.

The men in the ditch are members of the U. S. Coast Guard's Atlantic Strike Team. They are in Marietta to insure a terrible accident is avoided.

The story of this small cadre of professionals remains as much of a mystery as the source of the spill which brings them here. They work long hours, wading in mud and cold water. Yet to most people, the 5,000 gallons of petroleum products they pumped into tank trucks here Friday is no big deal.

The average person doesn't have time to stop and consider what kind of a mess 5,000 gallons of petroleum could cause if it were allowed to flow into the Ohio River each day.

Pollution prevention is the Atlantic Strike Team's profession. Because of their work this week, thousands of fish in the Ohio River will live a lot longer and communities down stream will continue to drink clean water.

The stage for the team's visit to Southeastern Ohio was set in mid-December when Coast Guard Chief Machinery Technician Bill Johnson struck oil. The Poughkeepsie, New York native is assigned to the service's Marine Safety Office in Huntington, W. Va., He was making a routine harbor patrol in the area when he spotted a rainbow "slick" about five miles downstream from Marietta.

At the end of the rainbow, Johnson found an oil-like substance oozing from the bank of Mile Run Creek.

He radioed his boss, Commander Bobby Burns, immediately. As Captain of the Port for this stretch of the Ohio River, Burns is charged with the responsibility of evaluating and investigating all spills of any oil or hazardous material. He dispatched a team and the job began.

A mixture of diesel fuel, kerosene and gasoline was "leaching" near an abandoned oil facility on land now owned by the State of Ohio. Leaching occurs when the water table rises to a level which will force the oil out of the saturated soil.

The Mobil Oil Company, which owns a marine terminal near Mile Run, assumed the responsibility for the clean up at first. They put a vacuum truck to work and started pumping oil from behind a boom the Captain of the Port men had installed in the creek three hundred yards above its confluence with the Ohio. The Coast Guard monitored the clean up daily.



BM3 Dave Schweppe checks the end of a boom which was placed across the end of Mile Run Creek to catch the oily pollutant seeping from the creeks bank.



BMC Bill Johnson of COTP Huntington and CWO Howard Wirt of the Atlantic Strike Team checks plan for underground pipeline during the search of the source of the pollutant.

A boom is used by the Coast Guard in almost all pollution cases. It contains the oil and allows workers to skim the oil off the surface of the water. At times as many as 50 gallons per hour were seeping from the banks of the creek.

On New Year's Eve, Mobil Company officials decided that the petroleum product leaching at the Mile Run location wasn't from their facility. They notified Commander Burns of their decision and told him they would no longer assume the responsibility for clean up.

Since the Coast Guard is required by the Federal Water Pollution Control Act to "respond to spills to minimize their effect on the environment," Commander Burns was prepared for this eventuality.

He opened up an account within the service's special contingency fund and contracted for a local construction company to do the clean up. At the same time he activated the Atlantic Strike Team in Elizabeth City, North Carolina.

It was late in the day when Chief Warrant Officer Howard Wirt, Operations Officer for the Team, got the call. Early New Year's Morning, while most Americans were recovering from

gala celebrations, he hit the road in the team's 31-foot mobile command post. The tall 15 year Coast Guard veteran was joined by Chief Warrant Officer Vic Zink and Radarman 2/c Donald "Beefy" Gill.

Wirt and Gill were the first persons on the National Strike Force when it was created by the President in 1972. Zink will become Operations Officer for the team soon.

There are three strike teams in the nation . . . the Atlantic, Pacific and Gulf. The team in Elizabeth City has five officers and seventeen enlisted men. Most of them were trained by Wirt.

All members of the NSF have unlimited passports which are valid worldwide. They also have been issued a \$500 cash advance on travel pay and have their orders already cut. They can be sent anywhere in the world at a moment's notice. Their equipment is air-transportable; even the mobile command post they drove to Marietta.

In case of a major spill, they would simply drive the van into the belly of one of the service's C-130 transport planes. Men and equipment could be at work within hours.

Late in the evening they arrived here. Thursday morning was packed with activity.

The team had to determine the extent of the pollution. If at all possible, they must also find the source.

If they can not find the source of pollution, the taxpayer must foot the entire bill for



OIL TRAPPERS—U.S. Coast Guardsmen set a flotation boom on the Ohio River to trap an oil mixture leaching from the bank into the Ohio River. The boom extends approximately six inches underwater to contain the oil, which could be seen escaping from the bank of the river. The Guardsmen planned to skim the oil off the water.

continued



cleanup. They could also receive a heavy fine.

Vic Zink grabbed his trusty camera and headed toward Mile Run. Every detail and each phase of the operation must be recorded. It will most likely be needed as evidence in court at a later date.

Grabbing the heavy brush to keep his balance, the Granby, N. C., native lowers himself down a steep, slippery bank. He examines the boom deployed by Commander Burns' team weeks earlier. The boom has contained the oil in a very small part of the creek. A closer look reveals the leaching. The petroleum is still seeping from the bank.

The river has come up in the past few days. When this happens, the water table rises. This forces more product out of the saturated soil.

Because of this, Wirt and Gill received a surprise. While Zink was still working along Mile Run, they decided to take a look near a ditch paralleling the railroad embankment. They wanted to see how much ground in the area was saturated with the product. Besides, a utility company digging to uncover a natural gas pipeline had struck oil there two days earlier.

"Beefy" picked up a stick and poked it into the ditch. The diesel fuel-gasoline mixture started to ooze from the hole when he pulled the stick from the ground.

This went on for several hours until they had isolated a six city block area where the ground was full of product.

For a while it looked like the railroad bed and the clay in its foundation were acting as dams, preventing the pollutant from seeping into the Ohio. Howard Wirt hoped this was true. If the volume of fuel on the high side of the tracks started flowing into the Ohio River, he would have a hell of a mess on his hands.

Zink joined them and the trio of trouble shooters crawled down the river's slippery bank. "Beefy" picked up another stick. Sure enough, he struck oil again. Luckily the flow was low and only three to four ounces started bubbling into the brown muddy water.

The bubbles formed small, circular rainbows reflecting what light there was on the gloomy afternoon. You could even call the rainbow beautiful, but, Gill assured the onlookers that the light colorful film would change into a thick creeping crud once the oil started to accumu-



Approximately 5,000 Gallons of oil product were recovered on Friday, Jan 3, with a 2,000-gallon capacity vacuum truck in one of the four holes dug where the leaching oil is seeping.

late. They believed him.

By noon the initial investigation was over. They gave their report to Commander Burns who is the on-scene coordinator for the federal government. He took quick action.

A contractor was hired to bring in a tractor with a front loader to dig a few ditches along the track where Gill had struck oil. Burns then radioed his Huntington office for additional assistance.

He had Bill Johnson pick up a 17-foot patrol craft at the Coast Guard Depot in Point Pleasant, W. Va., and bring it and one man to Marietta to deploy a boom. The strike team was afraid the leaching would get worse along the riverbank. Burns wasn't taking any chances.

This action taken, the Captain of the Port turned to other worries. He still had to do something about the leaching along Mile Run Creek.

"There are two methods used to stop leaching," Gill told him. "You can dig a trench or build a well. Both work by allowing the water table to seek its own level."

CWO Vic Zink checks the oil depth in an observation trench while contractors begin a days pumping.



Oil Cleanup

A DIRTY PICTURE

↑ BM3 Dave Schweppe (on the bank) and BM3 Craig Lewis cleaning debris which collected behind the boom on Mile Run Creek.

← RD2 Don Gill uses a stick to help him find the source of the oil product leaching into the Ohio River.

→ BMC Bill Johnson takes one of the many samples required to find the source of the pollutant.





Since petroleum products are lighter than water they float on the surface and can be pumped out. The trenches worked fine in the ditch along the track, but, the team members decided a well was needed along the creek.

Commander Burns contacted the Heiby Construction Company to build a coffer-dam. The theory was simple. Construct a steel wall in the shape of the letter "C" around the leaching area. The wall would hold back the water from the creek and allow the contractor to dig down to the water table. The pollutant would then be pumped from the well until the flow stopped.

In practice the job isn't that easy . . . and, it's very costly. Heiby started to work on the five to ten thousand dollar project at the beginning of the week.

Before work could begin, the company had to prepare a large pile driving crane. Once the crane is in place, they will drive the overlapping steel plates nearly fifteen feet into the mud.

While Burns was making arrangements, the strike team went back to work. They took small bottles and filled them with samples from each of the trenches as well as the creek and the river. The samples were labeled and delivered to a chemist with the Ohio Environmental Protection Agency. Other samples were taken from all possible sources at the site and the results of the lab tests will tell the story . . . unless the oil has been trapped underground for a number of years. Even then, the tests will tell how long its been there.

How long will the job last? No one knows. A geologist with the Ohio Agency wouldn't hazard a guess.

The well and ditches could run dry inside a week. Yet, they may run as long as eighteen months. Zink described one leaching incident near a tank farm in Newark, N. J., that had been pumping for three years.

The Atlantic Strike team will stay here as long as it is needed and then they'll be off to another spill.

The team spends so much time on the road that it was five months from the time Zink

Reflecting Pool — U.S. Coast Guardsman William Johnson is probing a liquid-filled hole alongside the Baltimore & Ohio Railroad tracks near Ohio 7. The liquid was speculated to be a mixture of diesel fuel, kerosene and gasoline. Coast Guardsmen have been in the Marietta area since New Year's Day working to keep the pollution from leaching into the Ohio River.

reported aboard till he met every member of the group.

Wirt showed his pocket calendar proudly. He'd circle every day he is on the road with red ink. The calendar looks like it has the measles. The last two years he's spent 230 days wading in mud and oil. And, he loves it.

Gill loves his job too... "you can see the results of your work."

The morale of the entire unit is high because every man is mission oriented.

When they leave Marietta and Return to Elizabeth City, N. C., the Atlantic Strike Team will be replaced with the Captain of the Port Team from Huntington. Every time a patrol is made in the area the site will be checked to make sure there is no more pollutant seeping into the creek.

The men working here... The strike team and the COTP crews are one of a kind. No other military service, nor state, nor federal agency has anything to compare with the U. S. Coast Guard's National Strike Force. They are THE experts in water pollution prevention and control.

"We're just here to help." Wirt said modestly.

The citizens of Marietta, indeed, the citizens of America can be proud.



After being Dipped from a pollutant-filled hole, this oil product was transported to the Ohio EPA for testing and analysis. Johnson examined the oil by eye before sending it to the lab.

Black History Week

In the summer of 1969, just as the astronauts were returning to earth after the first moon landing, another group of adventurers began their crossing of the Atlantic Ocean on a ship made of papyrus reeds.

These bold sailors were trying to re-create a voyage of exploration which might have taken place a few thousand years before Columbus. The famous explorer Thor Heyerdahl, in a 1971 *National Geographic* article, indicated what had been on his mind when he decided on the trip:

"Is it coincidence that South America's reed boats resemble early ones of the Nile, Tigris, and Euphrates?

"I resolved to build and

sail a reed boat from Africa to the New World to find out if ancient man could have done the same."

Heyerdahl remembered seeing pictures of reed boats in use on Lake Chad in Africa. He therefore travelled to the young West African nation of Chad and made contact with three boat builders. Finally on May 25, 1969, the ship, christened the *Ra* after the chief god of the Ancient Egyptians, set sail from Safi, Morocco, on its important scientific journey. Eventually a storm tore away part of the papyrus.

They were just six hundred miles from Barbados in the West Indies when Heyerdahl radioed for help.

Heyerdahl was not satisfied.

He wanted to complete the journey and remove all doubt.

He set about planning to build *Ra II*.

On May 17, 1970 *Ra II* set sail carrying primarily the same crew.

There were anxious moments on this second trip.

But on July 12 they sailed triumphantly into the bay at Bridgetown, Barbados.

Ra II had proved beyond a doubt that it would have been possible for Africans to have reached America in ancient times.

The successful journey of *Ra II* also supports the theory that Afro-American history has ancient roots.

CIVILIAN PERSONNEL NOTES

PROMOTIONS TO

Ruthann Simon
Geraldine Carapella
Paula BATTERY
Patricia Honkey
Debra Nowlin
Barbara Slattery
Azalee Travis
Dewey Barnett
John Lett
John Halus

Marine Documentation Assistant
Personnel Management Specialist
Clerk-Typist
Personnel Assistant
Training Specialist (Course Writer)
Accounting Technician
Accounting Technician
Contract Specialist
Carpenter
Marine Documentation Assistant

QUALITY STEP INCREASES

Philip Salvati
William Yates

Engineering Technician
Civil Engineering Technician

LENGTH OF SERVICE AWARDS

Frank Kozar
Richard Berne
Eleanor Fulghum
Mollie Edwards

Foreman Base St. Louis (20 years)
Marine Information Specialist (20 years)
Marine Documentation Assistant (15 years)
Secretary (Stenographer) (15 years)

SPECIAL ACHIEVEMENT AWARDS

Clara Noonan
Dianna Walker

Clerk-Stenographer
Clerk-Stenographer

OUTSTANDING PERFORMANCE RATINGS

Charlene Hudson
Dianna Walker
Clara Noonan
Jean Hughes
Philip Salvati

Marine Information Specialist
Clerk-Stenographer (MSO Huntington)
Clerk-Stenographer (MSO Dubuque)
Secretary (Typing)
Engineering Technician

TRAINING

Paula BATTERY
Pat HONKEY

Better Office Skills and Services
Transactional Analysis
Government in a Modern Society
Introductory Psychology

Dewey BARNETT

Control of Oil and Other Hazardous
Material Spills

Willie SROUD
Doris HINTON

Economics I
COBOL

Verlin REITER
William YATES

MSO Minneapolis - Business Law
ECV - Sanitary Chemistry
- Wells and Small Water Systems
Secretarial Techniques

Dianna WALKER
Cleo BOSCHERT

MSO St. Louis -- Seminar for Federal
Women's Program

CONGRATULATIONS! ! !

COUNTRY MUSIC SINGERS NAMES

from Castle Courier

DOWN  **UP** 
and
DOWN  **UP** 
AFPS

BDGTRETTIRXETNOSREDNANNYL
KFRQOMLKIHTTEURPENNAEJMNP
SLHONQEELADNERBDABGFLHKNR
AOXDPLHACLBS DHNNLYATTEROL
RYUVVZNXYOQIDPTXZHGILPLHNA
TDPHGLKNCVESTDSSESQSTLXYC
ACZYSURVAOXEYDNNNPARVAABG
NRLPRAGDRBNNOHMEIDLCKHXC
AAMHYNCNXYZOZXVWLRZX YTZYH
IMKDWAOYWXWJVSUOCAVJZMSBI
DMDPMMHYNNGEVNXXKYGKOHOMBK
NEJDLOMPMNDGZIWCSGZHBTAOP
ARPLKMFMIHREK CUTAYNATIBT
ELIGAPIYRVROSTXBAHFNDFLBE
BBJTUJTPZXQEJAXWPECYORLYS
GHNWVXEZTSZGETMDRLKHEHIGE
NKPONIWOPMXVLEWHARJOPRWEM
ITJGLEMXNZSGLHFRNEORWDKNA
RIFRWNETWITTYCKBAMVTCWNTJ
TSAAML YRMV IHA EVC DNLOMKARY
SHEFIADQGLHILTONYBOOTHHYN
CTCAWFGE LLVXTULRSVSQUVDZN
BUBNHKCIZYANOSREDNALLIBXO
ZVONWBSLGMGHJPQRRBROTHERS
YCLOPANWDSENOJAPDNARGCDYE
AXHDONKPDGLLESSURYNNHOJXG

Answers are on page 17

This UP and DOWN PUZZLE contains the names of the 36 singers. They may be found among the letters in the block above written out from left-to-right, right-to-left, up-and-down and up-and-down in reverse as well as diagonally.

A Page From Coast Guard History

by Chuck Kern

Nothing can tell historians more about day to day life in a foregone era than diaries or ships logs. Many times when an old ship's log or a diary of a famous person turns up, they present a clearer picture of historical events. In some cases such documents fill in blank spaces in history. In either case our understanding of the times and of the people who came before us is bound to be enriched. Such was the case when the log of the Revenue Cutter Massachusetts was turned over to the Coast Guard Academy Museum.

In early Coast Guard history it is uncertain whether the first ten cutters were required to maintain a log. In any event, no logs from any of the other of the first ten cutters has turned up. In the case of the ships' captain, John Foster Williams, it most likely had been his custom to maintain a log. He had been a merchant ship captain and had served in the Revolutionary Navy.

Compared to present day logs, the Massachusetts' log is rather sketchy. Since the ships were sailing vessels, the majority of the entries concerned wind and tide conditions. Aids to navigation were few and far between. The ships captains had to know local sailing areas. In 1971, when the Massachusetts first sailed, the Lighthouse Service was only two years old. Previously each area had built and maintained lighthouses.

The log mentions some movements of personnel. On Thursday, December 15th, 1791, John Young and Thomas Harlow were discharged. Three men were shipped on by the names of Simon Young, John Doone, and Levi Kent on the same day.

Search and rescue, long a duty of all Coast Guard vessels, is also in a log entry on February 8, 1794. At 8 AM on that date, the Massachusetts saw a distress signal on a brig lying in the approaches to Boston Harbor. The men launched the cutter's small boat to investigate. They found the sailors on the brig suffering from extreme exposure and took one man off. Leaving some of the cutter's crewmen aboard the vessel, they assisted sailing the stricken ship to port and sought help for the frozen seamen.

One page in the log was devoted to directions

for entering the harbor of Nantucket Island. All the course changes were based on local landmarks. A ships captain could be in serious trouble if one of the houses he used to steer on was torn down! Probably each ship had a list of directions for navigating less frequented areas.

The ship's duty was the suppression of smuggling which had been considered patriotic during the Revolution, but was proving to be costly to the young country desperately in need of money for the government. Many entries in the log deal with vessel boardings and the checking of ships manifests. Many boardings were carried out in Boston Harbor by the ships small boat. At most other times the cutter cruised the coastline to check out vessels from the United States and all over the world. The ships operating area was from Cape Ann down the Massachusetts coast with several trips up to New Hampshire and Maine. The log mentions several meetings with the Cutter Scammel and her Captain, Hopley Yeaton who had responsibility for the Portsmouth, New Hampshire area.

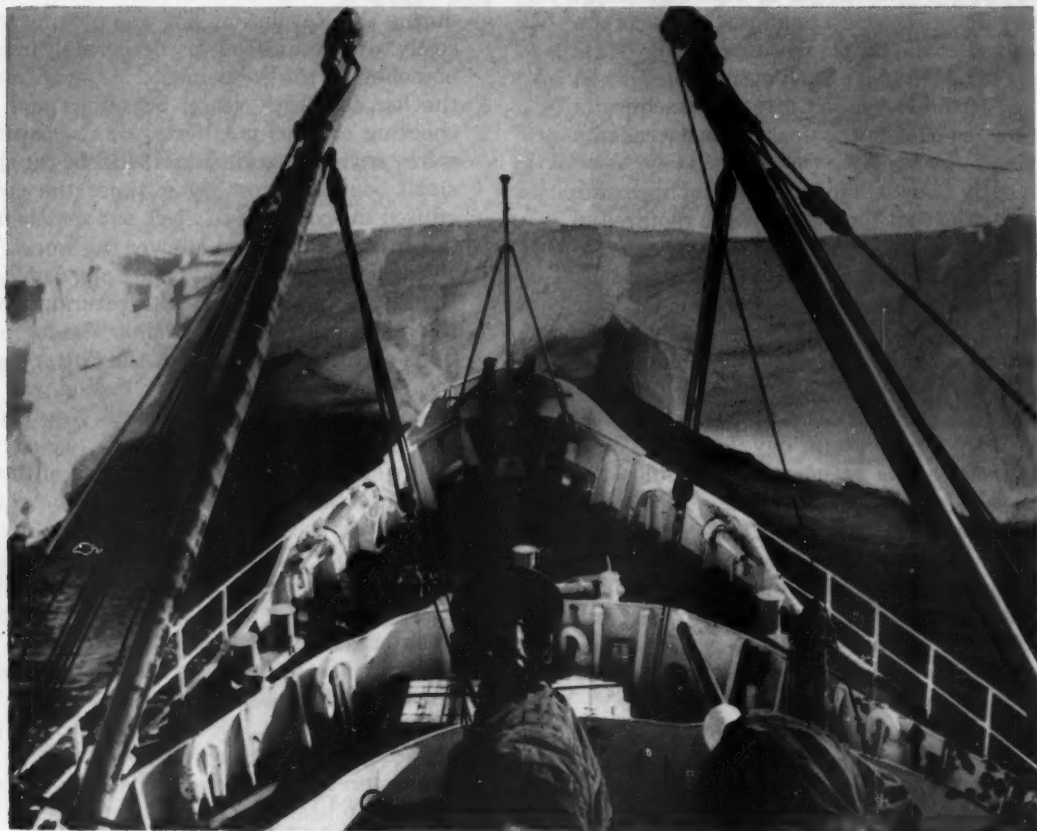
One of the most interesting parts of the log and one of the little known facts in Coast Guard history begins with the log entry for March 6, 1792. "Friday, March 6 begins with fresh breeze at NW. At 8 AM Capt. Barnard came to sail for New York and a brig for North Carolina. A fresh breeze of wind at NNW. This day Capt. Williams has been trying the experiment of distilling salt water to make fresh water and finds it will answer. Tried a gallon in a large pan, made near 3 pints of very good water, soft as any rain water. Fresh wind at NNW ends this day. All well on board."

This was the beginnings of Captain Williams' experiments in desalinization of water. He tried several containers with varying degrees of success. Using various apparatus and differing amounts of salt water, he carried out his experiments for two months. Once he even distilled the salt water while boiling the ship's meal of salt beef. He found the water to taste slightly from the beef, and had a little grease on the surface which could be filtered off. However he noted in the log that water could be made at the same time food was being cooked thus a single heat source was serving both purposes. It sounds like present day interest in re-cycling combined with New England frugality. Fresh

water was then, as it is now, a precious commodity aboard ship. Present day ships have large fresh water storage tanks and high volume evaporators for making fresh water. In 1791, when the log was written, water had to be collected in casks and carried aboard to be used sparingly.

Captain Williams attended a meeting of the Boston Marine Society held on the first of May 1792 and reported his findings. The culmination of his experiments were written in the Ameri-

can Museum or Universal Magazine, 1792 Part 1, January to June. In November 1928 a report was written in the Journal of the American Society of Naval Engineers containing the findings of the experiments. In the latter report the writer states that the record of Captain Williams findings "places the Revenue Cutter Service (U.S. Coast Guard) in the fore rank of having the credit for devising and using distilling apparatus at sea."



Even the bow of a "Wind Class" ice breaker won't make a dent in ice this thick!

COAST GUARD and the GREENLAND PATROL

by Chuck Kern

During the Second World War, the Coast Guard found itself in action all over the world, from the Mediterranean to the South Pacific. The Coast Guard's operations in Greenland,

however go largely unnoticed and barely remembered. To understand the Coast Guard's involvement, a better understanding of the strategic importance of the world's largest island is in order.

"Weather is made in the west". Tomorrows weather in Western Europe is today's weather in Greenland. The winds and currents that flow from Greenland set up the storm fronts for all the North Atlantic, England, Norway and the continent. The winds move in and Easterly direction and reach Europe 24 or more hours later, carrying with them conditions either favorable or detrimental to conventional warfare. Early in the war, the Germans accurate weather forecasts for the bombings of Great Britain could be largely attributed to their forecasts by weather planes flying along the coasts of Greenland.

Greenland was the only known source of Sodium Aluminum Fluoride, or Cryolite. This rare material was an important catalyst in the manufacture of aluminum, vital to our production of aircraft. Substitutes later were found, but in 1939 and 1940 grave doubts existed as to whether sufficient quantities of the ore would be available for Allied war needs. The United States sent armaments and ex-Coast Guard personnel to guard the mine from saboteurs.

Greenland's position on the Great Circle Route by air made it even more important that the island and its airspace and waters remain under Allied control.

Even with airspeeds of the Second World War, Greenland was only six hours flying time from New York. The last thing we wanted was a German air base within striking distance of the North American Continent.

Greenland had long been a possession of Denmark, and Denmark was at the time occupied by German troops. On April 9, 1941, Secretary of State Cordell Hull and Minister Hendrik de Kauffmann signed the United States-Greenland Agreement for the defense of Greenland. The Agreement gave the United States the rights to establish bases in Greenland for the defense of the North American Continent and as a stopover point for aircraft heading for the European mainland. Denmark retained complete sovereignty over the island.

Because of its vast experience in Arctic operations, the Coast Guard was the logical choice for the Greenland Patrol. Since the Titanic sinking in 1912, the Coast Guard had maintained the International Ice Patrol with a perfect record. Not one ship had suffered collision with an iceberg. Since the purchase of the Alaskan territory the Coast Guard had the responsibility of the Bering Sea Patrol and had the ships and experienced men to handle the new task in Greenland waters.

On June 1, 1941, the South Greenland Patrol

was established. One month later the Northeast Greenland Patrol was set up, and in October, both patrols were consolidated as the Greenland Patrol under the command of Commander Edward H. (Iceberg) Smith.

The missions of the patrol were many . . . to keep U.S. bases supplied and to combat Nazi submarines and other forms of enemy activity.

Fulfillment of these missions meant keeping open convoy routes for ships and planes, breaking ice, finding open leads, fighting off submarines, rescuing survivors, maintaining aids to navigation, transporting men and supplies, reporting weather and ice conditions, and maintaining patrols to search out and destroy the enemy.

On February 3, 1943, when the Allied Transport DORCHESTER was torpedoed and sank, the Cutters ESCANABA and COMMANCHE saved a total of 225 men from the stricken transport. The Cutters found that because of the danger of submarines, the conventional method of lowering lifeboats could not be used. One cutter had to go alongside the boats and rafts of the survivors while the other screened the rescuing vessel. The survivors themselves were so weak and cold that a "retriever" had to go over the side in a wet suit to fasten lines on them so they could be hauled aboard. One of COMMANCHE'S crewmen, Charles W. David died of pneumonia as a result of his heroic participation in the rescue operation. He had dived into the freezing water to assist Lieutenant Anderson whom a drowning man had pulled under the water. The powerful, 26 year old, black rescuer broke the stranglehold of the drowning man, bringing both the survivor and the officer to safety. These and other stories of personal heroism could fill a book.

On September 21, 1941, Commander Smith, aboard the Cutter NORTHLAND, noticed an apparently innocent fishing vessel. He had been informed earlier that the vessel had been seen dropping off a landing party in a lonely fjord. After questioning, the crew members admitted that the vessel was the Norwegian trawler BUSKOE, controlled by German interests and servicing a radio station in Greenland. Commander Smith immediately ordered a prize crew to be placed aboard the ship. Examination revealed that she was equipped with a main transmitter of fifty watts and a portable transmitter of forty watts, a main receiver and a portable receiver, a portable engine-generator, and a control panel. The vessel was believed to be engaged in sending

weather reports to Axis controlled territory. Obviously, the purpose of the radio station was to supply German U-Boats with weather reports as well as with information about Allied ship movements.

Leaving the BUSKOE with the prize crew, the NORTHLAND set out to find the suspected radio station on the east coast of Greenland. The following night, the Cutter anchored in a fjord about five miles from the place. About midnight, a twelve man landing party, led by Lieutenant McCluskey, proceeded in a small boat to within a mile of the station. Through pitch darkness and over icy ground, they at last found the so-called hunters shack that had been described to them as the site of the radio station. Lieutenant McCluskey and his men surrounded the shack and, gun in hand, kicked the door open, and rushed in on three German radiomen resting in their bunks. The Germans quickly surrendered and told all they knew. The Coast Guard party captured all their equipment and codes along with Hitler's plans for

radio stations in the far north. The BUSKOE and her crew and passengers were taken to Boston for internment. The Coast Guard's capture of the BUSKOE was the first naval capture of World War II.

Many more captures followed throughout the war. Another major capture came in the summer of 1944, when the Cutters NORTHLAND, STORIS, SOUTHWIND, and EASTWIND captured 60 Germans, routed three German trawlers, and destroyed two enemy weather and radio stations.

With the German weather and radio stations routed, the United States and its allies had the upper hand in the Arctic. Convoy lanes and flight lanes were kept open. When on June 5, 1944, the United States weather bases in Greenland sent out an accurate forecast for the European Continent, General Eisenhower decided it was good enough and gave the order for the invasion of Europe on the following morning. June 6, 1944 went down in history as D-Day.

SORRY, BUT COAST GUARD HEADQUARTERS HAS ANNOUNCED THAT THE MILITARY WIFE OF THE YEAR PROGRAM HAS BEEN CANCELLED!!!

Group Commanders Conference

by Dale L. Puckett

ST. LOUIS — The week of January 13 was a busy one for the four group commanders and members of the district commander's staff. They were here for the annual group commanders conference.

"We had a lot of our questions answered," said Chief Warrant Officer G. W. Todd, Commander, Group Tennessee River. "I think we can now go back prepared to better answer the questions of our men."

Todd's only suggestion, "I'd like to see a longer conference in the future."

Chief Warrant Officer W. T. Pierce, Commander of the Missouri River Group, described the conference in a word. "Outstanding," he said. "I'm new to the rivers and the meetings have given me a greater understanding of the Second District's functions."

LCDR C. D. Christianson, who commands Coast Guard units on the Lower Mississippi River from Baton Rouge, La., to Cairo, Ill., and on all of the Arkansas Riverway feels he is better informed as a result of the conference. He feels that the frank discussion here has cleared the air. "A lot of gray areas have been filled," he said. "When I get back, I'll answer a lot of questions for my men and be able to attack a lot of problem areas which have been stalemated prior to the conference. I'm also going to bring members of the Coast Guard Auxiliary in for meetings so it will be easier for them to become more actively involved in our many programs."

"An exciting three days," said Lt W. J. Ledoux, Commander, Group Ohio River. "I didn't solve any of my problems, but, I think I now know how to go about getting them solved."

I'm going back motivated to do a better job than before. I think we'll all have a better Coast Guard as a result."

Topics discussed ranged from the direction of the district's aids to navigation program to the testing of new types of buoys. Channel reports, retroflective bridge pier markings and hemispherical buoys captured the conversation.

District staff members heartily endorsed a plan proposed by the Group Commanders to place tape recorders on the vessels to provide relief to watchstanders. Under the proposal the watchstander would record long message traffic with an audio tape recorder. This will allow the traffic to be passed much faster and will allow the radio channels to remain open to emergency traffic for a larger percentage of the time.

The group commanders were reminded of the importance of submitting violation reports for the misuse of the radio communications frequencies, discussed safety standards for regatta patrols and were consulted on a plan for future augmentation of district units. They were also reminded of the multimission response requirement which is necessary in our service and were told to make sure that personnel were kept in a reasonable recall posture at all times.

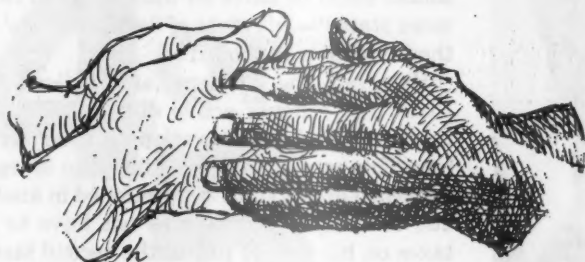
RADM G. H. Patrick Bursley told the commanders that he is a strong believer in conferences of this nature. "It is good for the field commanders to get to know who they are doing business with on the other end of the line.

"We expect a lot and we get a lot from you. It's gratifying to see what is being done in the district with the resources we have and the direction you are giving them," he said.

He told the Group Commanders that the output product that the Second District is giving to the public is not the output of the district office, but, rather the output of the four group commanders, the Marine Safety Offices, and the vessels and men under their command.

"I think this conference has helped us by dispelling a feeling that is common with every self confident staff . . . that all problems are solved. By coming here you have reminded us that many of the problems still exist," he said.

In closing the conference RADM Bursley made sure that the group commanders knew that his line was open. "My telephone is open to you . . . to give you the support you need. We have to give it to you . . . to see that the members of the public get the service which they expect and we owe them."



Can you spare a minute?

There is a television film that shows a religious sister in a faraway country caring for a leper. As she bandages the leper's wounds, someone says, "I wouldn't do that for a million dollars."

And the sister replies, "Neither would I."

The nun would never have gone to the other side of the earth for mere money. Maybe her reasons for going are those

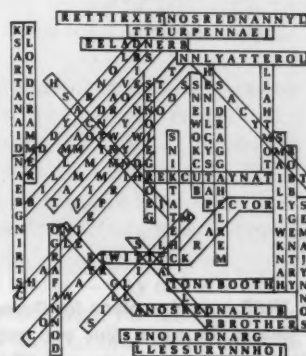
expressed by Paul, when he wrote:

"I can consider the sufferings of the present time unworthy to be compared with the glory that one day will be revealed in us. Even creation itself is waiting with eager longing for that revelation of the Son of God."

Luke 12:13-41 set a value on spiritual wealth versus material wealth. Read it: it's in The Bible, and that's

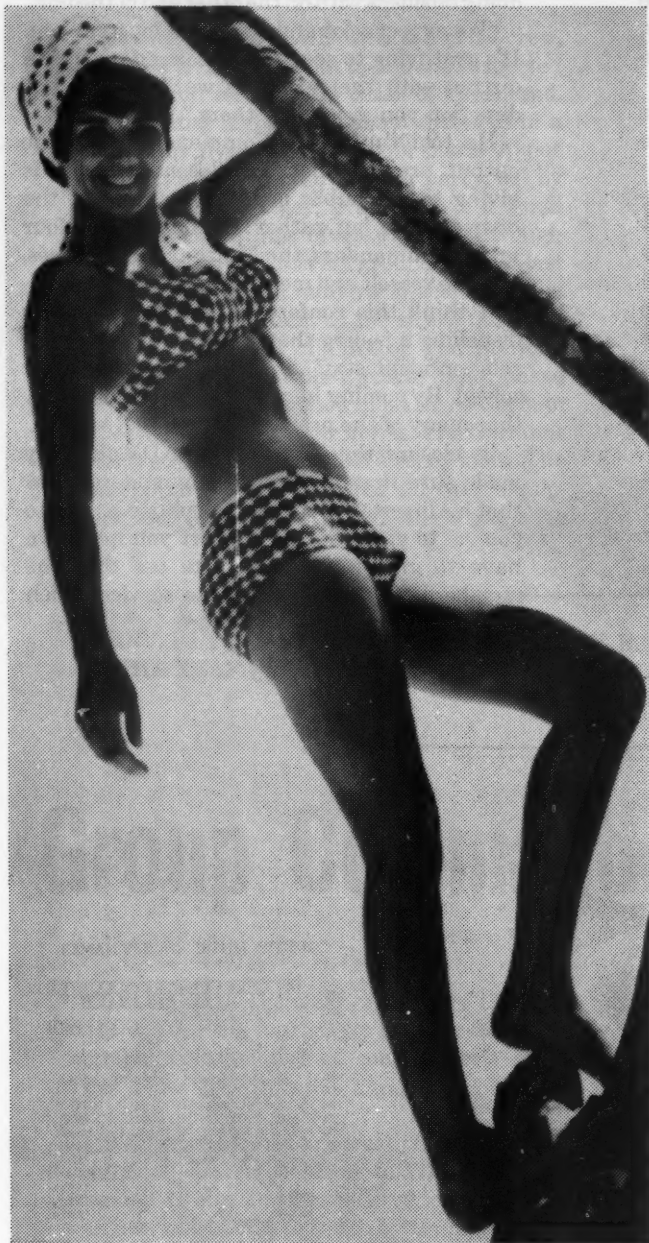
"WHERE IT'S AT"

COUNTRY MUSIC SINGERS NAMES



SEMPER FERGOTUS

Don't Overlook State-Local Income Taxes



UP A TREE is a nice place for Doreen Bascone, a model at Pensacola Beach, to pose. But you might find yourself in the same position, figuratively, if you wait 'til the last minute to work on your 1974 State and Federal income tax forms. Completing the forms ahead of time gives you the chance to double check for error-free calculations. Moreover, filing early, says the Internal Revenue Service, will insure a more speedy receipt of any refund you're due.

WASHINGTON. (ANF) — As sure as the rash of broken resolutions it brings, the new year also brings another inevitable — income taxes. Because federal income taxes are withheld from soldiers' pay, filing a federal return is routine for most of us.

But many soldiers are unaware of the fact they may also have a state or local income tax liability. Service members are not excused or exempt from such state or local income taxes merely because they are on active duty, unless the law of their particular state exempts them from taxation or the state has no income taxation.

Every soldier must meet the state tax laws of the state that is his 'legal domicile.' This domicile is usually the address shown in the soldier's finance record.

As a general rule, states that impose taxes do so on two classes of persons: those persons 'resident' or 'domiciled' in the state at certain times during the tax year, regardless of their source of income; and persons not resident or domiciled in the state but 'deriving' income from sources within the state.

If the general rule were literally applied, a soldier could be liable for income tax in two or more states — his state of 'legal domicile' and the state he is stationed in.

However, the Soldiers' and Sailors' Civil Relief Act relieves active duty soldiers from this possible double taxation on their service pay. This means that a soldier who is legally domiciled in one state but stationed in another due to military orders does not have to pay taxes on his service pay to the second state.

Keep in mind that the act does not exempt retired pay, or the separate income of a spouse or other member of the soldier's family. Nor does the act cover the income of servicemen derived from off-duty employment, businesses, investments, rents, bank deposits and other sources.

Because of a number of factors, state and local governments are becoming more aggressive in the collection of income taxes. Soldiers should not rely on widespread exemptions from tax liability permitted during periods of wartime or on the lack of prior attempts by the states to collect taxes due.

Most of the states now have reciprocal enforcement laws in which the courts recognize and enforce the liability for taxes imposed by another state. For example, Virginia may enforce collection of taxes owed in California.

Such devices as comparing automobile registration and voter's rolls with tax returns received are used to find delinquent taxpayers. Use of computers makes these comparisons and other tax collection procedures relatively simple.

Furthermore, the Army sends a wage and tax statement (W-2) to the state indicated by the soldier in his finance records. If no legal residence appears in his record, the W-2 is sent to the state in which the wages are earned.

Only seven states do not levy individual income taxes on legal residents; several levy a commuter tax. All other states, the District of Columbia, Guam and Puerto Rico have income taxes regardless of your physical location — CONUS or overseas.

However, some of these states provide either full or partial exclusion of active duty or retired pay.



4 or 5

If you have a refund coming and file a correct income tax return in January or early February, you should get the refund in four or five weeks.

Internal
Revenue
Service

Collection of unpaid taxes can cause substantial hardship that regular prompt periodic payment may avoid. Present voluntary payment of taxes may lead state tax authorities, on a case-by-case basis, to waive penalties, interest, or even the taxes themselves, on unpaid prior accounts.

Although the statutes of limitation on collection of unpaid taxes are generally rather short — between three and six years — they do not run if no tax return at all has been filed. They run from the date of filing only. Nor do they apply in cases of fraudulent failure to file or pay taxes.

The legal — and moral — way out of a costly and embarrassing situation for failing to pay required state and local income taxes is to file and pay your fair share of government. It may hurt a little bit now, but not nearly as much as it may later on.

If you have any doubts about a state or local income tax obligation, see your unit tax officer or legal assistance officer.



SK1 Carr and a map of the vicinity of St. Louis — Both are very valuable to personnel coming into the area.

HAVE HOUSING WILL HELP

EDITOR'S NOTE: In the River Currents Holiday Issue you read about the Senior Enlisted Advisor (SEA) and Drug Education Specialist (DES). Now, meet another specialist ... the Housing Referral Specialist (HRS).

Housing Referral Specialist

by Reginald V. Reese

ST. LOUIS — In spite of all the fuss and fight over money problems these days, many Coast Guardsmen are enjoying advantages over fast rising housing costs.

One of the men responsible for this is SK1 Walter L. Carr, the Housing Referral Specialist, within the Second District Personnel Services branch. He is the technical assistant to Housing Administration and Information Liaison Officer (HAIL), CW03 R. D. Lawrence.

Carr aids personnel in finding adequate quarters, especially in areas where there is a critical housing shortage, or, where the average cost of available housing is above the Maximum Allowable Housing Cost (MAHC), set by the Department of Defense.

He feels that morale is boosted when he works diligently to insure that every Coast Guardsman receives adequate housing. Carr

MAXIMUM ALLOWABLE HOUSING COST

O-6	\$475	W-4	\$380	E-9	\$350	E-3	\$145
O-5	430	W-3	345	E-8	300	E-2	135
O-4	390	W-2	285	E-7	255	E-1	130
O-3	355	W-1	250	E-6	220		
O-2	290			E-5	185		
O-1	220			E-4	160		



Carr preparing information for incoming personnel through a HAIL PACKETT at the Second District Office.

Leasing Areas

Cincinnati, OH
 *Dubuque, IA
 Leavenworth, KS

Louisville, KY
 Minneapolis,
 St. Paul, MN
 Sallislaw, OK
 St. Louis, MO

Qualified Pay Grades

E4-6, 01
 E4-7, W2, 01-2
 Phase out as current
 occupants vacate
 E4-7, 01
 E4-8, W2, 01-2

All eligible
 personnel questionable

MINIMUM BEDROOM REQUIREMENTS

Number of Dependents (excluding wife)	Number of Bedrooms
None	1
One	2
Two, except as follows:	2
One ten years or over	3
One six years or over and other opposite sex	3
Three, except as follows:	3
Two ten years or over	4
One ten years or over and other two opposite sex with one six years or over	4
Four, except as follows:	3
One ten years or over	4
One six years or over and all of the other three opposite sex of the one	4
Two six years or over of opposite sex and other two same sex	4
Two ten years or over and other two opposite sex with one six years or over	5
Three ten years or older	5
Five	4 or more

says that without the Housing Referral Program, personnel with permanent change of station (pcs) orders trying to get settled in unfamiliar areas, could run into many pitfalls.

Personnel on PCS orders should receive a HAIL packet before they arrive at their new unit. This is stated in Commandant's Instruction (1700.2a). This packet contains information covering the new area's points of interest for each individual family member.

As housing manager for the St. Louis area, Carr makes contacts with other services and civilian agencies in the real estate and housing field. He prepares a list of available government leased housing before incoming personnel arrive. In this manner Coast Guardsmen can choose homes to fit their needs.

To determine their eligibility for leased housing, personnel must provide information used to determine if they meet qualifications set by the MAHC, are in the necessary pay grade, and meet the minimum bedroom requirements.

After these determinations Carr makes a pre-occupancy inspection. If the house checks out, he proceeds by writing the lease on a standard U. S. Government Lease for Real Estate Property. After the lease is written it is approved by the owner of the house, district legal, and the contracting officer. When all of this is complete the applicant can move in.

Carr also makes annual inspections of housing under government lease. This inspection is for the benefit of the tenant, the owner and the government. (no graph)

The occupant receives a 30 day notice before the inspection.

Commenting on his job, Carr seems very convincing when he tells that he desires no other job within the District Office.

The money saving advantages to the Coast Guardsmen living in leased housing are many. Most tenants really open their eyes when they find their utility bill is included in the lease contract. All the tenant pays is his BAQ.

When Carr assigns someone to leased housing, he urges them to conserve electricity and gas.

If you need housing, or have problems regarding Coast Guard Welfare assistance with Housing Assistance loans, call the HAIL office and ask for SK1 Walter L. Carr. His number is 314-425-5005.



SK1 Walter L. Carr going through his list of available government lease housing.

**Watch For Additional Housing and Sponsor Information
In Future Editions Of River Currents.**



YOU NEED To Write a Letter!

Write us a letter concerning any problem you feel we can help you solve . Your Letter , along with the answer to your question from the appropriate officer can appear in this space next issue.

Send all letters to:
Editor River Currents
Attn. Reggie Reese
Commander (dpa)
Second Coast Guard
1520 Market St.
St. Louis, Missouri 63103



JUST FOR YOU SPORT

by Dennis Hubbard

Good morning, evening or whatever sports fans. In this column and others to follow I'm going to attempt to scrounge around the district and see if I can dig up sports happenings. The ones that I don't know about and won't unless somebody uses FTS to give me a call at 314-425-4629. If the rest of the district sees some contributions getting printed they might just get the initiative to add to it. Again I urge you to send in your sports stories or other River Currents material and we'll do our darndest to print it!



Group Leavenworth has a good program going when the weather permits. They and the crew of the Scioto get together almost every noon hour and push the old volleyball over the net. Keep it up and let me know when you need some help.



That's all, sport but remember if you have any feat or feats that you would like to contribute give me a call or drop a line.



Two Coast Guard units within the second district are participating in the Annual Worldwide Military Bowling Classic taking place in Las Vegas, Nevada. They are a team from the Coast Guard Institute at Oklahoma City and the second district office in St. Louis. The second district office keggers are: Denny Hubbard, John Damron, Ray Massey, Charles Lowery, Vic Jarnegan and George Richter. The institutes members are Dave Jones, Tom Bobrowski, Marvin Leisinger, Tom Fortuna, James Conner and Bruce Bailey. Good Luck to each and every man and team.



RUN FOR YOUR LIFE...



— You're just into a new year. The football season finally is over. And for many, mid-winter melancholia sets in. How do you beat the 'blahs'? How do you fight off the lethargy those holiday pounds are dragging you into?

Here's a suggestion. Join the thousands who, unfugitive-like, are 'running for their lives.'

The 'run for your life' program got its start at Fort Benning, Ga., in early 1970. The program is patterned on progressive distance running and based on the aerobics theory to strengthen the heart, lungs and circulatory system by gradually expanding their capacity to handle stress.

The program is designed to provide enough exercise to significantly improve the strength and running endurance of participants.

The 'run for your life' program is divided into three different phases: preparatory, conditioning and sustaining.

The first phase is designed for those who have led a relatively inactive life. This may include office workers, clerks, administrators, instructors, housewives or those who have been ill or are overweight. Persons who do not exercise regularly or have not been involved in a vigorous conditioning program should start in this phase.

Those who have completed the preparatory phase or who have recently been in a vigorous conditioning program can go on to the second phase. The goal is to progress slowly and then

continue running a minimum of seven to 10 miles per week within a certain time frame.

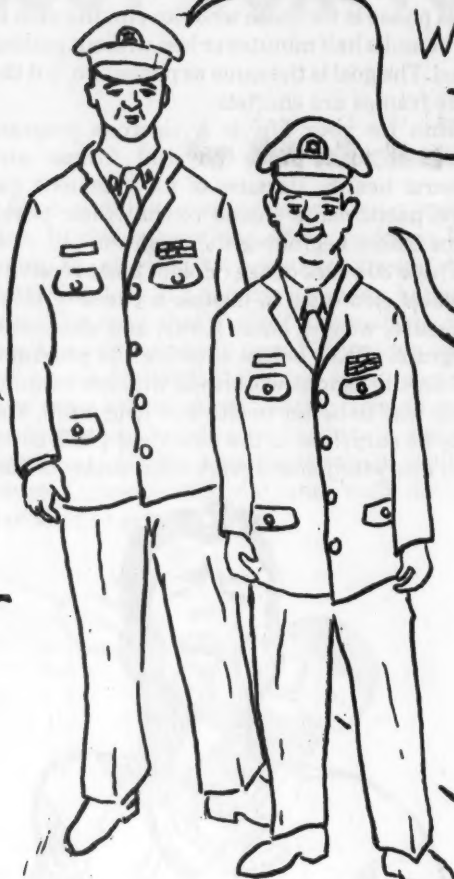
The third phase is for conditioned runners. This phase is for those who can run the mile in eight and a half minutes or less without getting tired. The goal is the same as phase two, but the time frames are shorter.

'Run for your life' is a vigorous program designed to improve physical fitness and general health. Because of its strenuous nature, participants should consult their physicians before beginning the program.

Those 30 years of age or older must receive a medical clearance to include a check of blood pressure, weight, chest X-ray, and electrocardiograph (EKG) before entering the program.

Join the legions worldwide who are running their way to better health and longer life. You may be surprised at the new vigor you'll carry over into your job and every other aspect of life.





What's He Have
That I Don't Have?

Nothing, but He filled out his
FLEET HOME TOWN NEWS
FORM and sent it to the
District Public Affairs Office



FLASH

FLASH

GOLD SHIELDS FOR ALL IN JULY

NOTE THESE CHANGES TO COMDTINST 1020.3

Chief Petty Officers. Shall consist of Coast Guard sleeve device, rating badges indicating specific rating and specialty and service stripes indicating longevity.

a. Coast Guard Sleeve Device.

A gold shield (1" in length and 13/16" in width) on a Coast Guard Blue background, shall be hand sewn (minimum 6 stitches per inch) or machine stitched on the outer side of the right coat sleeve midway between the sleeve cuff and the elbow.

b. Rating Badge. Will consist of silver eagle, specialty mark and star (s) and gold chevrons on Coast Guard Blue background. Shall be sewn on the outer side of the coat sleeve, midway between the front and back creases and between the shoulder and elbow, using thread the color of the uniform. All rating badges shall be sewed on by hand stitching (minimum 6 stitches per inch) or may be machine stitched.

c. Service Stripes. Shall consist of gold diagonal stripes centered midway between the front and back creases on the outside of the left coat sleeve. Stripes shall be 5 1/4" long, 3/8" wide and will be applied at an angle of 45° with the lower end to the front. The lower end of the lower strip shall be 2" from the edge of

the cuff. The background material shall be Coast Guard Blue. Service stripes shall be sewn on in the same manner as the rating badge. Enlisted personnel shall wear one service stripe for each full 4 years of service (other than on the retired list) in the Coast Guard, Navy, Marine Corps, Army, Air Force, Coast Guard Reserve or any combination thereof.

3. Petty Officers Other Than CPO's. Shall wear same sleeve insignia and in the same manner as CPO's except as follows:

a. Until 1 July 1975, the sleeve device shall be a white shield. After that date, a gold shield similar to the officer and CPO sleeve device shall be worn. The gold shield will be optional for wear until 1 July 1975. Shields shall be sewn on the outer side of the right coat sleeve midway between the sleeve cuff and the elbow.

b. The rating badge shall consist of a white eagle, specialty mark and red chevrons on Coast Guard Blue background.

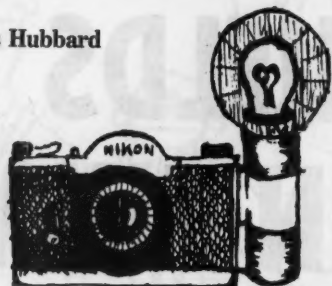
c. Service stripe will be red diagonal stripes.

FLASH

FLASH

Flash Photographer's page:

by Dennis Hubbard



Seaman Scuttlebait



KNOCK
KNOCK



COAST GUARD

SICK CALL

WHAT'S THE
MATTER SCUT
OLE BOY



SIR, I HAVE A
PAIN IN MY
ABDOMEN!

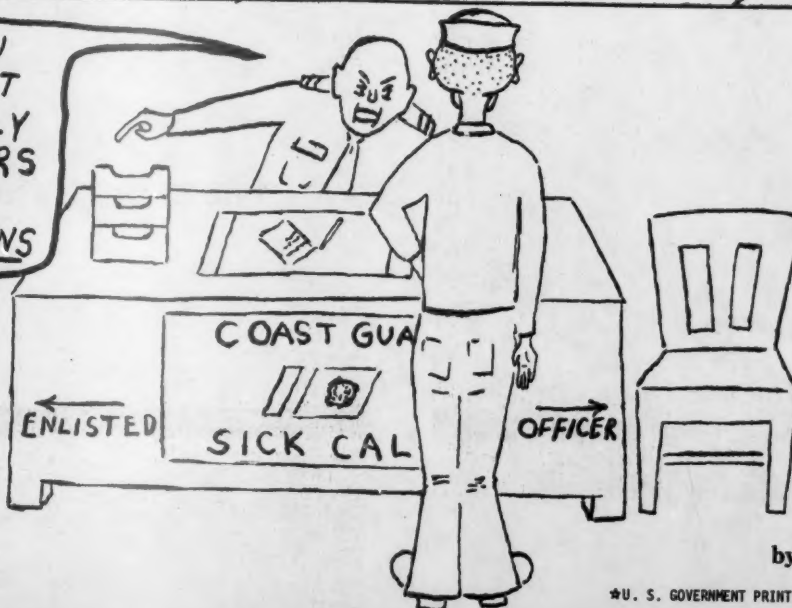


ABDOMEN, MY
FOOT!!!
YOU'VE GOT A
BELLYACHE!



DONT YOU
KNOW YET
THAT ONLY
OFFICERS
HAVE
ABDOMENS

WAIT
OVER
HERE



by Reginald V. Reese



Shipmate JEWELL JEFFERSON



Photo by Guard Boy



